



## Team's Charge - Issues

1. Lack of adequate intermodal connectivity for both goods and people for all purposes.
2. Lack of connectivity of all modes of transportation for people and freight within urban and rural areas.
3. Lack of state incentives to promote regional connectivity and coordination among public transit systems.

## Team's Charge – Issues cont.

4. Current funding distribution process encourages silo mentality and acts as a barrier to coordination, cooperation and connectivity.
5. Lack of coordination and all infrastructures within transportation corridors, including infrastructure assessment, to evaluate conditions and future needs.

## Team's Charge - Goals

1. Fully integrate private multi modal transportation (people and freight) into the planning, decision making, and implementation and operation of the transportation system.
2. Integrate a seamless multi-modal transportation system that is cross locality and cross regional in nature.
3. Provide financial incentives for developing a comprehensive and coordinated approach to our transportation system at all levels and on all projects.

## Team's Charge - Actions

1. Identify processes to improve relationships and meaningfully involve business communities in the transportation planning process.
2. Create incentives for the business and research communities to assist in making our transportation systems more efficient by incorporating new technology and information.
3. Develop formal coordination mechanisms between modal providers to improve intermodal connectivity for both goods and people.

## Team's Charge – Actions cont.

4. Develop a plan to tie funding, including incentives, tools and planning for implementation of seamless/integrated multi-modal methods of transportation across regions.
5. Need to create incentives and rewards for transportation providers to better coordinate transportation services across all modes.
6. State should take leadership role in providing incentives to local agencies and programs to coordinate their transit resources for maximum efficiency of resources.

## Team's Charge – Actions cont.

7. Identify processes to improve relationships and meaningfully involve bi-national, interstate and business communities in the transportation planning process.
8. Regional teams to prioritize and implement improvements to the transportation system by supporting Michigan's economy and quality of life.

## High Level Team Process

- Early on, recognized the Cross-Action Team nature of most of the IGAs identified as belonging to C,C & C.
- Decided to “roll up” the various Action items identified at the Summit in December’03, into three manageable agenda actions:
  - A. Mechanisms/bodies/relationships
  - B. Incentives (regulatory/financial)
  - C. Research/technology/information

# High Level Team Process

- Team listened to presentations on:
  - Regional Review Process in transportation planning
  - Homeland Security Funding
  - Intelligent Transportation System Projects
  - Role of MDOT's Transportation Service Centers

# High Level Implementation Plan

Focused on the Primary Topic of  
“Interconnectivity of Passenger and,  
to a lesser degree, Freight Modes”

# High Level Implementation Plan

## Action Category A:

- Coordination, Cooperation & Connectivity through bodies and relationships.
  - Example: Use of existing or new state, regional, or local councils/committees, existing or new interagency review/planning processes, formal/informal interagency communications.

# High Level Implementation Plan

- A-1. Identify processes to improve relationships and meaningfully involve interstate and business communities in the transportation planning process.
- A-2. Develop formal coordination mechanisms between modal providers to improve intermodal connectivity for both goods and people locally, regionally and statewide.

Task: Regional teams to prioritize and implement improvements to the transportation system by supporting Michigan's economy and quality of life.

# High Level Implementation Plan

## Action Category B:

- Coordination, Cooperation & Connectivity through incentives (such as funding) or disincentives (such as regulations).

# High Level Implementation Plan

**B-1. Develop a plan to tie funding, including incentives, tools and planning for implementation of seamless/integrated multi-modal methods of transportation across regions.**

**Task:** State should take leadership role in providing incentives to local agencies and programs to coordinate their transit resources for maximum efficiency of resources.

# High Level Implementation Plan

## Action Category C:

- Coordination, Cooperation & Connectivity through research and technology.

# High Level Implementation Plan

- C-1. Create incentives for the business and research communities to assist in making our transportation systems more efficient by incorporating new technology and information.

Task: Recommend this action be pursued for recommendations from the Research Action Team.



# Status of Implementation Plan

*What implementation items have been completed?*

***Team Convened a Tri-County Regional Review Meeting in Flint to examine coordination efforts.***

## Questions posed:

- What are the current methods used in the Genesee-Lapeer-Shiawassee (GLS) area to coordinate/connect between and among passenger transportation modes and providers?
  - Consider methods that fall within the following categories: institutional, administrative, legal, financial/funding, and operational.

# Status of Implementation Plan

## Questions posed (con't.):

- What specific actions could each of the following entities do to enhance coordination/cooperation? Consider actions that fall within the following categories: institutional, administrative, legal, financial/funding, and operational.
  - State government
  - Regional government
  - Local government
  - Transportation providers
  - Your organization
  - Others

# Status of Implementation Plan

## Questions posed (con't.):

- What are some of the possible benefits of enhanced coordination/cooperation in terms of:
  - Employment access
  - Personal mobility
  - Tourism
  - Other benefits

# Status of Implementation Plan

## Questions posed (con't.):

- What would be some of the measurements of improved coordination/cooperation (how would we know we are doing better)?
- How might the situation in the GLS area differ from other areas of the state?

# Future Actions

- Meet in January, 2005 to review results obtained from Tri-County Regional Review.
- Review results of review of MDOT freight management oversight.
- Possibly convene additional regional review meetings, replicating Flint model in all of state's regional planning districts.
- Correlate results of findings and make recommendations in keeping with Implementation Plan.